

**Amendments to the Specification:**

*Please amend numbered paragraph 0035, as shown below:*

Figures 3B and 3C show alternative methods of combining the proportional and variable gains  $K_p$ ,  $K_q$  to get a benefit from each type of gain. It is worth noting that the gains shown in Figures ~~2B~~ 3B and ~~2C~~ 3C represent only two possibilities for construction of a gain based on an error signal. For example, any positive non-decreasing function of the absolute value of an error can be used to achieve similar results. Thus, the gains shown in Figures 3B and 3C have the effect of providing a more aggressive control when the error is large and the vehicle is operating away from its target value, and also provides decreased control action when the vehicle is operating close to its set point. Specifically, the overshoot and oscillations caused by the slow dynamics of throttle angle control can be mitigated by using a nonlinear control function as described above.